

RHODE ISLAND TURNPIKE AND BRIDGE AUTHORITY

JAMESTOWN, RHODE ISLAND

REGULATIONS GOVERNING THE USE

OF THE CLAIBORNE PELL BRIDGE

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CLAIBORNE PELL BRIDGE REGULATIONS

PART I. AUTHORIZATION, PENALTIES AND DEFINITIONS

Authorization

The Rhode Island Turnpike and Bridge Authority was created and exists under and by virtue of Chapter 12, Title 24 of the Rhode Island General Laws of 1956, and amended by Chapter 219 of the Public Laws of 1960, Chapter 210 of the Public Laws of 1962, Chapter 165 of the Public Laws of 1963, Chapter 43 of the Public Laws of 1965, Chapter 228 of the Public Laws of 1966, and Chapter 83 of the Public Laws of 1967, and is authorized and empowered to construct, maintain, repair and operate the Claiborne Pell Bridge.

As a duly empowered local authority within the purview of Section 31-12-12 of the Motor Vehicles Laws, the Authority has the power to establish rules and regulations for the use of the Bridge.

Penalties

Under the provisions of Section 31-27-13 of the Motor Vehicle Laws, violators of any of the regulations herein established shall be liable to a fine not exceeding \$500, imprisonment not exceeding one (1) year, or both fine and imprisonment, unless other penalties are specifically provided.

Definitions

The following words and terms in these regulations have the following meanings unless the context shall indicate another or different meaning or intent.

Authority

The Rhode Island Turnpike and Bridge Authority, created by the act constituting Chapter 12 of Title 24 of the Rhode Island General Laws of 1956 as amended.

Claiborne Pell Bridge or Bridge

The Bridge crossing of the East Passage of Narragansett Bay, extending between the east abutment of the Bridge and a point about 700 feet west of the toll booths, and including the Bridge structure from abutment to abutment, the toll plaza, the westerly approach roadway, and the administration building and surrounding area. A general plan of the Claiborne Pell Bridge is

presented at the end of this report.

Authority Employee or Employee

Any person in the official employ of the Authority.

Police

Any of all officers of the State Police acting in an official capacity on the Bridge.

Vehicle

Every device in, upon, or by which any person or property is or may be transported or drawn upon the Bridge.

PART II. REGULATIONS

ARTICLE 1.SPEED LIMITS

1.1 Maximum speed Limits

Except where otherwise posted, the maximum speed limit on the Bridge is 40 miles per hour, and no vehicle shall be driven in excess of this limit.

During periods of inclement weather or when other hazards exist on the Bridge, lower speed limits may be put into effect. Such lower speed limits will be posted at the toll plaza and at various locations along the Bridge and approaches.

Irrespective of the maximum speed limits herein provided, no person shall drive a vehicle on the Bridge recklessly or in a manner so as to endanger life, limb, or property.

ARTICLE 2. OPERATION OF VEHICLES

2.1 Obedience to Signs and Signals

All persons operating vehicles upon the Bridge at all times must comply with any lawful order, signal, or direction by voice or hand of any police officer or Bridge employee engaged in the direction of traffic on the Bridge. All persons similarly must comply with any traffic control sign, signal, or device erected or displayed by the Authority, unless otherwise directed by a Bridge employee or by the State Police.

2.2 Uniform Direction of Traffic

No vehicle shall be operated, backed, pushed, or otherwise caused to move in a direction which is against the normal flow of traffic in any traffic lane, toll lane, shoulder, or other roadway of the Bridge.

2.3 Slow-Moving Vehicles

All slow-moving vehicles permitted on the Bridge shall use the right lane of the roadway unless otherwise directed, and shall not attempt to pass other slow-moving vehicles.

2.4 U-Turns

No vehicle shall make a U-turn at any point on the Bridge.

2.5 Coasting

No vehicle shall be operated on a downgrade with the gears of such vehicle in neutral or the clutch disengaged.

2.6 Distance Between Moving Vehicles

Each vehicle shall maintain a safe and prudent distance behind the vehicle immediately preceding it in the same lane.

2.7 Entry to and Exit from the Bridge

No vehicle shall enter upon or exit from the Bridge except at designated locations.

2.8 Parking, Standing, or Stopping of Vehicles

Parking, standing, or stopping of vehicles on the Bridge is prohibited, except in areas designated by the Authority or in cases of emergency. In cases of emergency, which are defined to exist when the vehicle in question is physically inoperable or unable to be operated safely or when the driver of the vehicle is ill. The vehicle shall be stopped in the right-hand lane if on the Bridge structure itself, or on the right-hand shoulder if at the toll plaza or on the approach road. The driver shall use the safety walk or the shoulder to reach the nearest emergency telephone and call for help, and shall then return immediately to his vehicle.

Parking in the facility provided at the toll plaza shall be limited to persons having proper business to transact in the administration building and shall be limited to the time required to conduct this business. Vehicles parked in violation of this requirement may be towed away and impounded. The owner of the vehicle will be held responsible for the costs of towing and storage, and for any other related costs.

Stopping of vehicles on any part of the Bridge for the purpose of picking up or discharging any persons is prohibited.

2.9 Vehicle Repairing and Tire Changing

Making repairs to a vehicle or changing tires is prohibited at all times on the Bridge, except when authorized by and under the direction of the State Police or an Authority employee. Disabled vehicles will be towed away and serviced by garages designated by the Authority at the owner's or operator's expense.

2.10 Civil Defense Regulations

Applicable Civil Defense regulations, as promulgated by the State Council, Department of Defense of the State of Rhode Island, shall be complied with on the Bridge.

2.11 Compliance with State Motor Vehicle Laws

Except as modified above, all Motor Vehicle Laws of the State of Rhode Island shall be in effect on the Bridge. The absence of any law or regulations from the above articles does not nullify its efficacy.

Vehicles which are operated by the State Police, or by employees or agents of the Authority while on Authority business, are exempted from the restrictions as prescribed by Articles 2.1 through

2.11 as long as they are operated in a safe manner and do not create a hazard to other vehicles.

ARTICLE 3. RESTRICTIONS ON USE OF THE BRIDGE

3.1 Pedestrians

Pedestrians are prohibited from using or entering upon the Bridge at any time, except on sidewalks or in areas designated by the Authority for that purpose. The use of the safety walks on the Bridge is limited to persons requiring emergency help for themselves or their vehicles, and no shall go farther from his car on these walks than the nearest emergency telephone.

3.2 Animals

No animal shall be led, ridden, or driven on the hoof upon the Bridge at any time.

3.3 Restricted Vehicles

The following vehicles are prohibited at all times from using the Bridge:

- a. Vehicles drawn by animals.
- b. Bicycles with or without motors, motor scooters, motorcycles, and similar small vehicles with tire widths less than three inches.
- c. Farm implements or machinery, either self-propelled or towed.
- d. Construction equipment other than trucks.
- e. Vehicles with livestock not properly confined, or with improperly secured attachments or loads.
- f. Vehicles or combinations of vehicles, including any load thereon, which exceed the following maximum dimensions:

Length 55'-0"

Width 8'-6"

Height 13'-6"

- g. Vehicles or combinations of vehicles with total gross weights including the load, in excess of seventy-two thousand (72,000) pounds, or with a single axle load in excess of thirty-two thousand (32,000) pounds.
- h. Vehicles with loads extending more than three feet beyond the front or six feet beyond the rear of the body, or with lateral projections in excess of 12 inches or vertical projections in excess of 24 inches (passenger vehicles only).
- i. Vehicles with deflated pneumatic tires, metal or solid tires, or caterpillar treads.
- j. Vehicles in tow, unless both the towing and towed vehicles and the connecting and control device between them meet the requirements of the laws of the State of Rhode Island, and the following special requirements:
 - 1. Not more than one vehicle may be towed.
 - 2. In addition to the drawbar or other connection, there must be a chain of sufficient strength to hold the towed vehicle on the steep grade of the Bridge if the drawbar should become disconnected.
 - 3. Both the towing and towed vehicles must have brakes, brake lights, and directional signals which shall be synchronized and under the control of the driver.
- k. Vehicles incapable of maintaining a speed of ten miles per hour on the Bridge upgrade under prevailing load conditions.
- l. Vehicles whose condition, equipment, or tires are such as to be considered, in the judgment of the Bridge Management or the State Police, unsafe for operation on the Bridge.
- m. Vehicles performing emergency or repair service unless acting under contract or permit from the Authority.
- n. Vehicles while operated by a person under the influence of intoxicating liquors or any narcotic or habit-forming drug.

In addition to the above restrictions, the Authority may temporarily prohibit other specified vehicles, including house trailers, at any time when, in the opinion of the Authority, adverse weather

conditions would make the operation of these vehicles unsafe.

3.4 Permits

Upon application, the Authority may issue, from time to time, special permits authorizing the use of the Bridge by vehicles otherwise restricted by Article 3.3. Every such permit shall be carried in the vehicle to which it refers, and shall be open to inspection by the Bridge employees and the State Police. The conditions under which the permit is issued may stipulate the dates and times at which its use may be permitted. Every person operating such a vehicles on the Bridge under such a permit shall comply with all of the terms and conditions of the permit.

Special permits issued under Title 31 of the Motor Vehicles Laws of the State of Rhode Island shall not be valid on the Bridge.

3.5 Transportation of Dangerous Articles

The transportation of dangerous articles, at any time or place or in such a manner or condition as to endanger unreasonably or as to be likely to endanger unreasonably persons or property, is prohibited.

All vehicles transporting dangerous articles on the Bridge shall comply with all of the Motor Vehicles Laws of the State of Rhode Island and the Motor Carrier Safety Regulations of the United States Department of Transportation. Dangerous articles are herein defined as flammable liquids, flammable solids, oxidizing materials, corrosive liquids, compressed gases, poisonous substances, and radioactive materials.

ARTICLE 4. GENERAL REGULATIONS

4.1 Waste and Rubbish

No persons shall throw, dump, or otherwise dispose of bottles, cans, paper, garbage, rubbish, or any waste materials of any kind or description on or from the Bridge, except in receptacles intended for that purpose.

4.2 Damage to Property

No person shall deface, damage, mutilate, or remove any sign, delineator, structure, fence, or other property or equipment of the Authority, or attempt to do so.

4.3 Advertising Devices and Posters

No person shall erect, place, or display any advertising matter, posters, or placards of any kind on the Bridge, except as otherwise authorized by the Authority.

4.4 Hitchhiking and Loitering

Soliciting of rides, commonly known as hitchhiking, is prohibited on the Bridge. Hitchhiking or loitering in or about the toll plaza, administration building, approach road, or any other portion of the Bridge for any purpose is prohibited.

ARTICLE 5. TOLLS

Claiborne Pell and Mt. Hope Bridges

5.1 Payment of Tolls/Sale of Tokens - Claiborne Pell Bridge

Rhode Island General Law 24-12-37 - Penalty for nonpayment of toll.

- a. Any person who uses the Bridge and fails or refuses to pay the toll provided therefore shall be punished by a fine of not more than one hundred dollars (\$100) or by imprisonment for not more than thirty (30) days or both.
- b. It is unlawful for any person or business, other than an authorized representative of the Authority: (i) to sell, offer for sale or attempt to sell tokens, tickets, passes or other evidences of payment issued for passage on any project of the Authority, including but not limited to, the Bridge, if originally issued by the Authority pursuant to any program of the Authority providing for a reduced rate of toll based upon frequency of use of the project, volume of tokens, passes or other evidences of payment purchased, or method of payment for the toll; or (ii) to sell, offer for sale, or attempt to sell tokens, passes or other evidences of payment issued for passage on any project of the Authority, including but not limited to, the Claiborne Pell Bridge for a profit. Any person or business who is found in violation of this subsection shall be punished, for each offense, by a fine of not more than five hundred dollars (\$500).

| <u>Vehicle Classification</u> | <u>One-way Toll</u> | <u>Multi-crossing Toll (Tokens)</u> |
|--|---------------------|---|
| Two-axle passenger vehicles And two-axle school buses Designated by the Authority | \$2.00 | 11 for \$10.00 |
| Motorcycles (with tire widths greater than three inches) | \$2.00 | 11 for \$10.00 |
| Two-axle trucks and buses | \$2.00 | none |
| Three-axle trucks, buses and combinations | \$3.00 | none |
| Four-axle trucks, and combinations | \$4.00 | none |
| Five-axle trucks, and combinations | \$5.00 | none |
| Overweight trucks-excess 40 tons, permit required by the Authority Tel. No. (401) 423-0800 - Fax No. (401) 423-0830 | | |

5.2 Discounted Multiple Crossings - Tokens

Prepaid tokens, sold in bulk quantities at reduced rates, are available for passage across the Bridge. Such tokens may be purchased only for two-axle passenger vehicles, motorcycles (tire widths greater than three inches), and three-quarter ton pick-up trucks and must be deposited in the automatic toll lanes only.

5.2 (a) Prepaid Tickets

Prepaid tickets in strips of five (5) each are sold in the office. These are not discounted and are solely for the convenience of the user. The quantities are determined by the purchaser.

5.3 Toll-Free Passage

Toll-free passage on the Bridge will be permitted for the following:

- a. Executive staff members and employees of the Authority, and members of the State Police in the actual course of the performance of police duties.
- b. Emergency vehicles when summoned by the Authority.
- c. Authorized vehicles when engaged in the performance of construction, service, or maintenance contracts when such vehicles are operated by personnel authorized by the Authority to perform duties under the terms of contracts with the Authority

With the exception of the above, toll-free passage on the Bridge will not be permitted unless specifically authorized by the Authority.

5.3 (a) Mt. Hope Bridge

Toll Free. Overweight vehicles restricted to 42 tons, and must obtain a permit. Over-wide must obtain clearance and secure police escorts if restricting travel in one direction as the facility is two (2) lanes only.

5.4 Funeral Processions and Convoys

Special arrangements may be made for the single payment of the aggregate of tolls for all the vehicles in a funeral procession or a convoy.

PART III. RECOMMENDATIONS AND EXPLANATIONS OF REGULATIONS

The regulations proposed in PART II are established on the basis of sound engineering and traffic principles. The purposes of these regulations are:

1. To control traffic and prohibit acts hazardous in their nature or tending to impede or block the normal and reasonable flow of traffic on the Bridge.
2. To provide for the safety of persons and property, including the Authority's property, and to contribute towards the efficient and safe handling of traffic and use of the Bridge.

Whenever applicable, reference has been made to the Motor Vehicle Code Act of the State of Rhode Island (1966), referred to in these regulations as the Motor Vehicle Laws, and to Chapter 12 of Title 24 of the Rhode Island General Law of 1956, with subsequent amendments, referred to in this report as the Enabling Legislation, which established the Rhode Island Turnpike and Bridge Authority.

Authorization for the Regulations

Under Section 24-12-5 of the Enabling Legislation, the Authority is authorized and empowered to construct, maintain, repair and operate the Claiborne Pell Bridge (formerly the Newport Bridge). Section 31-12-2 of the Motor Vehicle Laws permits local authorities, "...with respect to streets and highways under their jurisdiction and within the reasonable exercise of the police power..." to:

1. Regulate the standing or parking of vehicles;
2. Regulate traffic by means of police officers or traffic control signals;
3. Regulate or prohibiting processions or assemblages on the highways;
4. Designate particular highways as one (1) way highways and require that all vehicles thereon be moved in one (1) specific direction;
5. Regulate the speed of vehicles in public parks;
6. Designate any highway as a through highway and require that all vehicles stop before entering or crossing the same, or to designate any intersection as a stop intersection and require all vehicles to stop at one or more entrances to such intersection;
7. Restrict the use of highways as authorized in Sections 31-25-25 and 31-25-26;
8. Regulate or prohibit the turning of vehicles or specified types of vehicles at intersections;

9. Regulate the operation of bicycles and require the registration and licensing of same, including the requirement of a registration fee;
10. Alter the prima facie speed limits as authorized herein;
11. Adopt such other traffic regulations as are specifically authorized by Chapters 12 to 27, inclusive, of Title 31.

Penalties

Reference is made to Section 31-27-13 of the Motor Vehicle Laws which provides for penalties as follows:

- a. It is a misdemeanor for any person to violate any of the provisions of chapter 1 to 27 inclusive, or chapter 34 of this title, unless such violation is by said chapters or other law of this state declared to be a felony.
- b. Unless another penalty is provided by said chapters or by the laws of this state, every person convicted of a misdemeanor for the violation of any provision of said chapters shall be punished by a fine of not more than five hundred dollars (\$500), or by imprisonment for not more than one (1) year, or by both such fine and imprisonment.

Since the Bridge rules and regulations have been established in accordance with Section 31-12-12 of the Motor Vehicle Laws, these penalties are applicable.

ARTICLE 1. SPEED LIMITS

1.1 Maximum Speed Limits

The power to designate speed limits on the Bridge is specifically provided in several sections of the Motor Vehicle Laws. Section 31-14-12 stipulates as follows:

Speed limits on bridges and structures - (a) No person shall drive a vehicle over any bridge or other elevated structure constituting a part of a highway at a speed which is greater than the maximum speed which can be maintained with safety to such bridge or structure, when such structure is sign-posted as provided in this section.

Further reference is made to Section 31-14-1 which stipulates as follows:

Reasonable and prudent speeds - No person shall drive a vehicle on a highway at a speed greater than is reasonable and prudent under the conditions and having regard to the actual and potential hazards then existing. In every event, speed shall be so controlled as may be necessary to avoid colliding with any person, vehicle, or other conveyance on or entering the highway in compliance with legal requirements and the duty of all persons to use due care.

Section 31-12-12 (10) grants the Authority the right to alter the prima facie speed limits. These limits are established in Section 31-14-2 (2) and (3) as 50 miles per hour during the daytime and 45 miles per hour during the nighttime.

A 40 mile per hour maximum speed limit has been adopted by the Authority upon the recommendations of the State Police and the Police Chiefs of Jamestown and Newport. The Bridge design is based upon a design speed of 50 miles per hour.

ARTICLE 2. OPERATION OF VEHICLES

2.1 Obedience to Signs and Signals

Reference is made to Section 31-12-3 of the Motor Vehicle Laws which states as follows:

Obedience to police officers. - No person shall willfully fail or refuse to comply with any lawful order or direction of any police officer invested by law with authority to direct, control or regulate traffic.

Further reference is made to Section 31-13-4 which states as follows:

Obedience to devices. - The driver of any vehicle shall obey the instructions of any official

traffic control device applicable thereto placed in accordance with the provisions of chapters 12 --- 27 of this title, unless otherwise directed by a traffic or police officer, subject to the exceptions granted the driver of an emergency vehicle in said chapters.

This regulation differs from the above legislation only in that it extends the authority to control traffic to employees of the Authority. This authority is necessary in order that toll collectors and other employees can enforce the restrictions of Article 3, as well as supplement the Police whenever necessary for the direction and control of traffic.

2.2 Uniform Direction of Traffic

Driving an automobile in a direction opposing the normal flow of traffic is always a dangerous undertaking, whether the vehicle is traveling forward or in reverse. The average driver estimates his/her stopping distance by his/her traveling speed relative to a stationary object. When this object is moving towards the vehicle, the relative speed is increased and the resulting risk involved is increased considerably. Furthermore, a driver operating a vehicle in reverse has less control over the vehicle, thereby making it more difficult to remain in one lane.

These risks are increased further on the Bridge structure due to the grades on the Bridge, the lack of shoulders, the relatively high speed (50 miles per hour) of most vehicles, and the fact that a driver normally does not expect to find such traffic conflicts on a limited access highway.

Section 31-22-2 of the Motor Vehicle Laws stipulates that:

Restriction on backing. - The driver of a vehicle may not move in reverse unless that movement can be made with reasonable safety and without interfering with other traffic.

Considering the added risks listed above, this restriction shall be applicable at all times on the Bridge.

2.3 Slow-Moving Vehicles

The purpose of this regulation is to maintain a uniform traffic flow on the Bridge and to reduce weaving movements. Because of the grades and the existence of slow-moving vehicles, a considerable speed differential will exist on the Bridge, and for this reason a considerable amount of passing is expected to occur. In order to insure, for the sake of safety, that passing will be accomplished as much as possible in the left lane, and to avoid situations where a vehicle desiring to pass or travel at or near the maximum speed limit is forced to weave between the lanes in order to pass slower moving vehicles which are utilizing both lanes, all slow-moving traffic is required to use the right lane exclusively.

Reference is made to Section 31-15-11(3) of the Motor Vehicle Laws, which stipulates:

Official signs may be erected directing slow-moving traffic to use a designated lane....and drivers of vehicles shall obey the directions of the sign.”

Such signs are provided at both ends of the Bridge.

The regulation that all slow-moving vehicles must use the right lanes does not affect the restrictions under Article 3.3 which prohibits the use of the Bridge to those vehicles which are not capable of maintaining a speed of ten (10) miles per hour on the upgrade under prevailing loads.

2.4 U-Turns

U-turns not only are completely unnecessary on the Bridge, but also are extremely dangerous. The curb-to-curb width on the Bridge roadway will prevent most vehicles from making such a movement without several maneuvers, thereby causing traffic in both directions to slow down or to come to a complete stop. Because of the grade on the Bridge, many vehicles would have considerable difficulty starting up again on the upgrade. Since the ridge is a completely limited-access facility with access only at the two ends, there is no justifiable reason for any vehicle to make a U-turn.

Under emergency conditions, U-turns may be accomplished at the toll plaza under the direction of the State Police or an Authority employee.

2.5 Coasting

The purpose of this regulation is to reduce the chance of vehicles rolling out of control on the grades of the ridge roadway. Reference is made to Section 31-22-6 of the Motor Vehicles Laws, which states:

Coasting prohibited. - (a) When traveling down a grade, the driver of any motor vehicle shall not coast with the vehicle in neutral gear. (b) When traveling down a grade, the driver of a commercial motor vehicle shall not coast with the clutch applied in order to disengage the drive gears.

2.6 Distance between Moving Vehicles

The purpose of this regulation is to reduce the risk of collision due to sudden stops, speed changes, or skids. Reference is made to Section 31-15-12 of the Motor Vehicle Laws, which stipulates as follows:

Interval between vehicles. - The driver of a motor vehicle shall not follow another vehicle more closely than is reasonable and prudent, having due regard for the speed of the vehicles and the

traffic upon and the condition of the highway, and shall, whenever traveling through a business or residential district, and whenever traffic permits, leave sufficient space so that an overtaking vehicle can enter and occupy such space without danger. This provision does not apply to a caravan under police escort or a funeral procession.

2.7 Entry to and Exit from the Bridge

This regulation is designed to accomplish the following purposes:

- (a) To insure the integrity of the toll-collection system.
- (b) To eliminate a potential safety hazard by preventing the entry to or exit from the main roadways without proper acceleration or deceleration lanes.
- (c) To help protect the landscaping on the toll plaza and approach roads from damage by vehicles operating “out-of-bounds”.

The power to establish and enforce the limits of access to the Bridge is specifically delineated in the State Laws. In Section 24-12-9(12) of the Enabling Legislation, the Authority is authorized and empowered:

To designate the locations, with the approval of the director of transportation, and establish, limit and control such points of ingress to and egress from the turnpike and any additional facility as may be necessary or desirable in the judgment of the Authority to insure the proper operation and maintenance thereof, and to prohibit entrance to and exit from any point or points not so designated.

Reference is also made to Section 31-15-14 of the Motor Vehicle Laws, which states as follows:

Entry or leaving of limited-access roadways. - No person shall drive a vehicle onto or from any limited-access roadway except at those entrances and exits established by public authority.

2.8 Parking, Standing, or Stopping of Vehicles

This regulation is intended to aid in the safe operation of the Bridge, and to protect both the Authority property and the vehicles using it. Vehicles which are parked, stopped, or standing upon the Bridge roadway constitute a serious traffic hazard, particular at night when drivers of oncoming vehicles may not see the stopped vehicle within a sufficient time to avoid collision. Since neither shoulders nor a median are provided on the Bridge structure, it is not possible to pull off of the roadway for most of the

length of the Bridge. In cases of emergency, vehicles may use the designated parking area at the toll plaza.

2.9 Vehicle Repairing and Tire Changing

The reasoning for this regulation is similar to that outlined for Article 2.8. There also is the additional danger to any person standing on the roadway while undertaking such repairs. Furthermore, such a person would be acting in violation of Article 3.1 which prohibits pedestrians on the Bridge. A system of emergency road service has been established for the Bridge, and the motorist may call for this service by using the emergency telephones located at intervals along the safety walk.

In addition to the references listed under Article 2.8, further reference is made to Section 31-21-3 of the Motor Vehicle Laws which states as follows:

Removal of vehicle obstructing traffic on or in tunnel. - Whenever any police officer finds a vehicle, whether attended or unattended, disabled upon any bridge or causeway or in any tunnel where the vehicle constitutes an obstruction to traffic, the officer is hereby authorized to provide for the removal of the vehicle to the nearest garage, service station, or other place of safety.

2.10 Civil Defense Regulations

The purpose of this regulation is self-explanatory.

2.11 Compliance with State Motor Vehicle Laws

The purpose of the bridge regulations contained herein is to emphasize certain regulations which are particularly applicable to the Bridge, and to define and establish those regulations which differ from the requirements of the Rhode Island Motor Vehicle Laws. Unless otherwise stated in these regulations, all provisions of the Motor Vehicle Laws shall be in effect on the Bridge.

ARTICLE 3. RESTRICTIONS ON USE OF THE BRIDGE

3.1 Pedestrians

The Bridge is designed for vehicular traffic only, and no walks, paths, or other facilities for pedestrians are provided except at the toll plaza and administration building. Drivers do not expect to encounter pedestrians on a major bridge crossing, and consequently, are less alert to the dangers involved. The presence of pedestrians on the Bridge creates

a serious traffic hazard for both the pedestrians and the oncoming vehicles.

For the purpose of this regulation, a driver or passenger of a vehicle on the Bridge who leaves the vehicle is considered a pedestrian.

3.2 Animals

The presence of animals on or near the Bridge roadways can lead to serious traffic hazards. Since the Bridge is relatively short in length, there is no reason for any animal, whether restrained or not, to be outside of any vehicle on the Bridge property.

3.3 Restricted Vehicles

a. Vehicles Drawn by Animals. Such vehicles cannot maintain a reasonable speed on the upgrades of the Bridge, and their average speed under any conditions is so slow that they would impede or block the normal and reasonable flow of traffic on the Bridge. Article 3.3k of these Regulations prohibits vehicles which are unable to maintain a speed of ten (10) miles per hour. Furthermore, it is more difficult to control animals, especially to keep them within the proper lane, thereby creating an extremely hazardous condition.

b. Bicycles, Motorcycles, and Motor Scooters. This regulation is necessary to protect both the riders of such vehicles and other users of the Bridge. The transverse expansion joints on the Bridge structure have gaps about two inches in width and several feet in length parallel to the direction of travel. A vehicle with a tire width of less than three inches, if it ran over these gaps, would be subject to a loss of driver control, and possibly would be overturned, thereby creating an extremely hazardous condition on the Bridge. It also should be noted that a bicycle without a motor probably cannot maintain the required minimum speed of ten (10) miles per hour as required in Article 3.3k of these regulations.

Reference is made to Section 31-12-12(8), which permits the Authority to regulate the operation of bicycles on facilities under its jurisdiction.

c. Farm Implements or Machinery. Vehicles of this nature not only travel at speeds too slow to insure the smooth and safe flow of traffic, but also would subject the Bridge roadways to excessive wear or damage.

Farm vehicles are defined under Section 31-1-8 of the Motor Vehicle Laws as:

Every vehicle which is designed for agricultural purposes and exclusively used by the owner of the vehicle in the conduct of his or her agricultural operations.

d. Construction Equipment. Construction equipment should be prohibited on the Bridge for the following reasons:

1. Such equipment generally travels at speeds too slow to insure the smooth and safe flow of traffic, and in many cases will not be able to sustain the ten (10) mile per hour minimum speed required by Article 3.3k of these regulations.
2. The weight of such vehicle is a potential cause of excessive wear or damage to the roadway. Furthermore, the weight of some of this equipment is in excess of the limits permitted under Article 3.3g of these regulations.
3. The unusual sizes and shapes of many types of construction equipment creates an additional hazard. Much of this equipment does not comply with the dimension limits permitted under Article 3.3f of these regulations.

For the purpose of this article, construction equipment is defined as the special mobile equipment covered under Section 31-1-9 of the Motor Vehicle Laws.

e. Vehicles with Livestock Not Properly Confined or Other Loads Not Properly Secured. This regulation is designed to reduce the chances of livestock or other loads being released accidentally and falling onto the roadway where it would create a dangerous hazard to traffic. Reference is made to Section 31-25-9 of the Motor Vehicle Laws which stipulates as follows:

Prevention of leakage of load. - No vehicle shall be driven or moved on any highway unless the vehicle is so constructed or loaded as to prevent any of its load from dropping, sifting, leaking, or escaping from it. However, sand may be deliberately dropped for the purpose of securing traction, or water or another substance may be sprinkled on a roadway in cleaning or maintaining the roadway.

f. Vehicles Exceeding Maximum Dimensions. The restrictive dimensions in this regulation conform with those of the State of Rhode Island, specified in Sections 31-25-3, 31-25-4, 31-25-5 and 31-25-6 of the Motor Vehicle Laws. These restrictions are imposed in order to assure the safest use of the Bridge and the smoothest flow traffic.

g. Vehicles Exceeding Weight Limitations. The purpose of this regulation is to protect the structural integrity of the Bridge and to avoid excessive wear and/or damage to the roadways. The weight limitations conform to the loading criteria by which the Bridge was designed, and are considerably in excess of the limits established for State Highways by Sections 31-25-13 and 31-25-14 of the Motor Vehicle Laws.

h. Vehicles with Unsafe Load Projections. This regulation is provided as an additional

safety measure. Vehicles with projecting loads tend to be more unstable and often more difficult to control. The lateral projection limitation is particularly important because the safety walk, which is only three feet wide, is immediately adjacent to the Bridge roadway, and lateral projecting loads could be extremely hazardous to any person who for any reason may be on the safety walk. The front and rear projection limits conform to the requirements of Section 31-25-7 of the Motor Vehicle Laws. Moreover, the combined vehicle and load dimensions may not exceed the limits set forth in Article 3.3f of these regulations.

i. Vehicles with Deflated Pneumatic Tires, Metal or Solid Tires, or Caterpillar Treads. In general, the comments listed under Articles 3.3c and 3.3d also will apply to this class of vehicles.

j. Vehicles in Tow. Vehicles towing or being towed by other vehicles shall be permitted to use the Bridge only if they conform strictly to the requirements of the State of Rhode Island and the special requirements set forth herein. All other regulations also will apply to vehicles in tow.

k. Vehicles Unable to Maintain Minimum Speed. It has been determined by experience that large differences in speeds between vehicles traveling on the same roadway often represent more of a hazard to safe operation than high speeds alone.

On the Bridge, because vehicles must come to a full stop at the toll plaza and then move onto a 4.8 percent upgrade, it has been determined that some heavily-loaded trucks or tractor-trailer combinations which otherwise meet all of the requirements of the regulations would have difficulty in maintaining a speed in excess of ten (10) miles per hour on the upgrade. Because of the lack of an alternate route, it has been decided to permit vehicles which can maintain at least this speed to use the Bridge. However, a vehicle moving at a speed below ten (10) miles per hour presents all of the hazards of a stopped vehicle and is prohibited from using the Bridge.

Reference is made to Section 31-14-9 of the Motor Vehicle Laws which stipulates in part as follows:

Minimum speed. - (a) No person shall drive a motor vehicle at such slow speed as to impede or block the normal and reasonable movement of traffic except when reduced speed is necessary for safe operation or in compliance with law.”

l. Unsafe Vehicles. Traffic engineers consider that the safe operation of modern high-speed highway facilities is endangered by the use on such facilities of vehicles whose condition, equipment, or tires fall below a reasonable standard. On the Bridge, with its large speed differences, long grades, and lack of shoulders or other off-pavement facilities, the condition of the vehicle is even more important than it would be under driving conditions on ordinary highways.

Reference is made to Title 31, Chapters 23 and 24 of the Motor Vehicle Laws in which the

standards for Equipment and Accessories are prescribed. Special reference is made to Section 31-23-1, which states:

(a) It is a civil violation for any person to drive or move or for the owner to cause or knowingly permit to be driven or moved on any highway, any vehicle or combination of vehicles which is in such an unsafe condition as to endanger any person, or which does not contain those parts or is not at all times equipped with such lamps and other equipment in proper condition and adjustment as required in this chapter or chapter 24 of this title, or for any person to do any act forbidden or fail to perform any act required under those chapters.

m. Emergency Vehicles. Under a policy established by the Authority, permission to perform emergency services on the Bridge is granted to a limited number of garages. These garages operate under a contract with the Authority, under which contract, in return for the franchise, the garage is required to maintain a certain standard of equipment and service and to charge a fixed rate for service as approved by the Authority. The terms of these contracts insure that the public will be assured of getting the best possible service at a fair and reasonable cost. The presence of unauthorized services on the Bridge would negate the assurances to the public and would affect adversely the integrity of the contracts with the garages.

n. Liquor and Drugs. Reference is made to Section 31-27-2 of the Motor Vehicle Laws in which the operation of a vehicle while under the influence of liquor or habit-forming drugs is specifically and unqualifiedly prohibited. Although this prohibition is already sufficiently covered by law, its importance is such as to make its inclusion in the regulations highly desirable.

3.4 Permits

This regulation is necessary to assure proper traffic control and safety.

3.5 Transportation of Dangerous Articles

The purpose of this regulation is to prevent accidents or potentially dangerous situations involving vehicles carrying cargoes which, if not properly contained, would constitute a hazard to the carrier, to other vehicles and persons on the Bridge, or to the Bridge itself.

Reference is made to Section 31-23-37 of the Motor Vehicle Laws, which is applicable to vehicles carrying explosives, and to the motor carrier safety regulations of the United States Department of Transportation, which are broad in scope and encompass all of the types of dangerous cargoes contemplated in this article.

ARTICLE 4. GENERAL REGULATIONS

4.1 Waste and Rubbish

The primary purpose of this regulation is to eliminate the hazards to traffic caused by the presence of debris and trash on the roadways. As a further consideration, it has been noted on many other similar facilities that littering practices, as described in this regulation, substantially increase the cost of roadway maintenance and impair the appearance of the landscaping along the right-of-way.

This regulation is similar to those found on other toll facilities. Reference is made to Section 31-22-9 of the Motor Vehicle Laws, which prohibits the throwing or depositing upon any highway “any glass bottle, glass, nails, tacks, wire, cans, or any other substance likely to injure any person, animal, or vehicle upon the highway, or likely to deface the beauty or cleanliness of the highway”

4.2 Damage to Property

The purpose of all signs, fences, structures, and other appurtenances erected by the Authority along the Bridge is to aid in the safe and efficient operation of the Bridge.

4.3 Advertising Devices and Posters

The intent of this regulation is to prohibit advertising of all kinds along the Bridge. It has been determined that the indiscriminate erection of signs along a highway represents a safety hazard by decreasing sight distances, distracting the motorist, and detracting attention from the necessary informational and cautionary signs posted by the Authority. Such distractions represent an additional hazard on the Bridge, considering the large speed differentials, restricted lateral clearances, and other operating characteristics.

In order not to discriminate for or against any groups, all kinds of advertising; commercial, political, charity, etc., is prohibited. This regulation is not intended to prohibit the display on a vehicle of the operator's name, business, etc.; or any advertising which is a permanent fixture on the vehicle, but is intended to prohibit the display of banners, posters, temporary signs, and the like, which would tend, or are intended specifically, to attract the attention of the motorist.

4.4 Hitchhiking and Loitering

Hitchhiking is expressly prohibited by Sections 24-10-17 and 31-18-12 of the Motor Vehicle Laws. Furthermore, a hitchhiking is by definition a pedestrian and his/her presence on the Bridge would constitute a violation of Article 3.1 of these regulations. A motorist stopping to pick up a hitchhiker would be violating Article 2.8 of these regulations. The reasons for the prohibition of hitchhikers are covered under these two articles.

ARTICLE 5. TOLLS

5.1 Payment of Tolls

Section 24-12-26 of the Enabling Legislation authorizes the Authority “. . . to fix, revise, charge, and collect tolls for the use of the [Newport] Bridge . . .” The toll schedule included in these regulations has been approved by the Authority and by its traffic engineers, and is in accordance with the requirements of Section 24-12-27 of the Enabling Legislation.

If the established toll schedule is not applicable to certain unusual vehicles crossing the Bridge by permit under Article 3.4 of these regulations, a toll rate will be determined at the time the permit is issued.

5.2 Prepaid Tokens

As a part of the approved toll schedule, a multi-crossing toll rate has been established, utilizing a system of prepaid tokens. These tokens are sold in packages of ten (nine plus a pass at the toll booths) and are each valid for one crossing of the Bridge. The approved toll schedule limits the use of these tokens to two-axle passenger cars, two-axle school buses authorized by the Authority, and motorcycles (with tire widths greater than three inches). The use of such tokens for any other class of

vehicle constitutes a violation of the terms of Article 5.1 which establishes the toll schedule.

The use of tokens for multiple-use trips is an integral part of an automatic toll-collection system provided for this traffic. These tokens are honored only in specific designated toll lanes equipped to handle the tokens automatically. The toll collectors operating the manual lanes are not authorized to accept tokens, and all vehicles using the manually-operated toll lanes will be charged the full cash fare.

5.3 Toll-Free Passage

The exemptions from the requirements to pay the toll listed in Article 5 are established as an aid to the operation of the Bridge, or as a courtesy established by Authority policy.

5.4 Funeral Processions and Convoys

The purpose of this article is to allow the single payment of the aggregate of tolls for all the vehicles in a funeral processions or convoy where the stopping of each vehicle thereof for toll payment is not desired.

APPENDIX “A”

General Plan - Claiborne Pell Bridge
(see illustrations)

APPENDIX “B”

ICE and SNOW PLAN for the CLAIBORNE PELL BRIDGE

This PLAN, upon arrival by the Executive Director of the Authority, is the ICE and SNOW PLAN for THE CLAIBORNE PELL BRIDGE. It is to be made a part of the REGULATIONS GOVERNING THE USE OF THE CLAIBORNE PELL BRIDGE and is to be included therein as APPENDIX “B”.

JURISDICTION: The Rhode Island Turnpike and Bridge Authority (RITBA) has jurisdiction and responsibility for the road surface extending from a point eight hundred (800) feet north of the Toll Booths, commonly referred to as the “Gore”, eastward to the abutment on the Newport shoreline, a distance of approximately 2.24 miles.

SUPPORT: The RITBA has made an agreement for sanding, application of Magnesium Chloride de-icing chemical and plowing the Bridge with the Rhode Island Department of Transportation (R.I.D.O.T.). For other than routine sanding, de-icing and plowing, a R.I.D.O.T. patrol vehicle with a snowplow and sander mounted, is available on an on-call basis. Implementation of this agreement, even for routine sanding and plowing, is the responsibility of the Authority. This responsibility is to be executed by a member of the Authority (Toll Plaza Supervisor, a maintenance man or a Toll Collector by calling the R.I.D.O.T. Maintenance Facility at Portsmouth, telephone number (401)-683-1070. If no answer, call R.I.D.O.T. Traffic Maintenance at (401)-222-2378. In making this request, indicate the degree of urgency, such as immediately, or at a specific time. In considering a specified time keep in mind that maximum volume of traffic occurs between 7:00 am -to- 9:00 am and again between 3:00 pm -to- 6:00 pm. It is desirable to have all treatment done at least one hour prior to these times.

ICE CONDITIONS: Light rain, drizzle, freezing rain, or sleet. Temperature below freezing.

ACTION TO BE TAKEN FOR ABOVE CONDITIONS:

1. Call in R.I.D.O.T. sand trucks - magnesium chloride trucks until bridge deck surface offers sufficient traction.
2. Activate Fiberoptic Sign Message which reads:
“REDUCE SPEED - ICE for traffic in both directions.
3. Inspect bridge deck as often as necessary and take action appropriate for conditions observed.
4. Sand Parking lot.

SNOW CONDITIONS:

1. Light snow flurries, snow accumulation less than two (2) inches.
2. Heavy snowfall with no wind, snow piling up to a depth in excess of two (2) inches.
3. Heavy drifting snow, blizzard conditions. Snow accumulating on bridge deck to a depth in excess of two (2) inches and in drifts to a depth which will stop traffic.

ACTION:

For condition #1; Do not plow. Traffic will probably dissipate the snow. If equipment is available, sweep snow off road surfaces. However, if temperature is favorable traffic will pack this snow and it will become slippery. Sand as necessary to keep surface from becoming slippery. No further action needed unless weather deteriorates.

For conditions #2 and #3; Call in R.I.D.O.T. snowplows and have them commence plowing. Call in own maintenance forces and have them commence plowing also. If blizzard conditions exist have plowing continue until storm is over. Otherwise once road surface is clear cease plowing operation, and sand road surfaces.

Other actions under snow conditions are as follows:

1. Activate Fiberoptic sign message which reads:
“REDUCE SPEED - SNOW” for traffic in both directions.
2. Inspect bridge deck as often as necessary, and take action appropriate for conditions observed.
3. Plow own parking lot, approaches thereto, and sidewalks as necessary.
4. Inspect bridge deck at least two (2) hours before each peak traffic period when threat of a snow storm exists.

SOURCES OF INFORMATION ON ROAD SURFACES:

1. The best source of information is the traveling public. The Plaza Supervisor is urged to have the toll collectors inquire of them as to the conditions on the surface of the bridge.
2. Your own inspections.